

The Journal-Patriot

INDEPENDENT IN POLITICS

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THURSDAY, JANUARY 3, 1935

Traffic Congestion

The North Wilkesboro Kiwanis Club has raised a question of interest in asking that something be done about congestion of traffic on the streets of the city. We hope that their efforts to get better traffic conditions will meet with success. We can't place the blame on anybody but the erring motorist. Of course, the police department could warn some of the people but it would take several officers their full time to look after all the drivers. In fact we believe a person driving an automobile should have enough sense to park it with some idea of how he is going to inconvenience the remainder of the motoring public.

However, the trouble with many drivers seems to be that each one considers himself a majority of public opinion on where and how he shall park his car or truck and the result is a jangled bedlam on the streets.

Perhaps we could be content to sit in our cars on the street and toot our horn, waiting impatiently for traffic to clear out a wee lane, if it were not for the fact that many people visit the city and gain a bad impression. Even at that we can gain some consolation from the fact that we compel visitors to stop in the city, even if they do not get out of their cars.

The streets have been conveniently marked off for parking and lanes are provided for each car. But, alas, many drivers take a peek into an opening only to find that it lacks about a foot of being wide enough for his vehicle, and automobiles are made of pre-shrunk materials.

What can be more inconsiderate than to find one car parked in the middle of two parking spaces on Saturday afternoon. If a driver seeking a parking place wants to utilize the remaining lane he must split his car wide open and put half on one side and the other half on the other.

As an editorial on the subject we have chosen, this is quite a mess, but is no worse mess than the people of North Wilkesboro and Wilkes county make of parking on the streets here.

Who Wants War?

In answer to the above question, we are forced to admit that we do not know of anybody who desires to see the world thrown into another maelstrom of conflict such as gripped the civilized nations of the world in 1914.

Yet there are those who make their millions out of war, an implement of body and soul destruction. No doubt they would like to get rich in the opportunities afforded by war, but the profit motive in aggravating conflicts among nations does not have the great effect that some may think it has. Eliminating the profits of war will help some but there are causes that are more to be dreaded.

The tendency of peoples to forget the horrors and expense of war keeps the antiquated practice of settling international disputes by bloodshed alive. The tiniest spark may set off a world-wide catastrophe at almost any time and it is hard to lay a finger on the cause.

Pacifists claim that the way to end war is by disarmament. If all nations would scrap their guns and turn their "swords into plowshares," the plan would be highly practical. But how is one nation going to disarm while the remainder of the world is building bigger and more deadly fighting equipment?

Then there are the militarists who think wars can be ended by more preparedness. But if a man buys a gun with which to kill rabbits it is quite natural that a desire to go rabbit hunting will form in his brain.

It would seem that a middle course would be the most satisfactory. Not build armies and navies with the intention to conquer the world, but keep adequate defenses at all times and be in readiness to stand against any aggression.

fear into any who might want to pick a quarrel with us.

Indications right now point to a continuation of the peace era, but indications go for naught when something happens suddenly to arouse the warlike spirit and make the pacifists want to fight for their flag.

The best insurance against war is the world-wide knowledge that we are prepared to fight if necessary, in defense of our national rights.

The Hauptmann Case

As the trial of Bruno Hauptmann for the kidnaping and murder of Charles Augustus Lindbergh, Jr., reaches its first stages, the American people become intensely interested. They feel that it was their child that was slain.

This is because of the unparalleled popularity of the child's parents. Lindbergh is still a hero to the country.

Kidnaping has become a national menace since young Lindbergh was taken from his home and murdered. This arch crime has been without revenge and has been a spur to other criminals. As it nears its solution the American people feel that a great blow is aimed at kidnaping.

It appears that Bruno Hauptmann is guilty and that the state of New Jersey is slowly building a prima facie solution to the crime. The American people want to see the guilty man brought to justice and no doubt the best legal minds will aid the prosecution in the case against Hauptmann. However, we do not believe there will be a miscarriage of justice in the case and if Hauptmann is innocent as he contends, he will go free.

Sunday School Lesson

By REV. CHARLES E. DUNN

PETER'S CONFESSION AND CALL
Lesson for January 6th; John 1:29-42; Golden Text, Mark 1:17

The aim of the lessons of our first quarter is to help each student to familiarize himself with the stirring life of Peter, the leader of the twelve disciples. This Sunday we study the conversion and call of this large-hearted, impulsive figure who later became a veritable Rock of Gibraltar in his championship of the Christian faith.

Now we must not overlook Andrew, Peter's brother, who brought him to the Master. It is easy to dispare Andrew in view of his lack of special gifts. A commonplace man, he was "a negligible cipher," as Dr. Grenfell says. So far as we know he preached no sermon, wrote no letter, performed no miracle, founded no church. Yet in bringing Peter to Jesus he performed a service of the highest significance.

Many a minister is an Andrew. Not gifted enough to write important books, or preach great sermons, he nevertheless performs important routine work behind the scenes. A certain curate of Trinity church, Boston, made famous by the eloquence of Phillips Brooks, could not preach well, and had no gift for organization. But he was a tireless pastor. In and out of the homes in that great parish he went with systematic fidelity. And when he died 1,800 people crowded into the church for his funeral.

Few of us can be Peters. But all of us can be Andrews, using our inferior capabilities with a noble devotion.

Turning now to Peter it is well to remember that he took the lead from the first. He is the disciple who appears most often in the gospel story. And he was close to Jesus, for he belonged to that intimate trio, Peter, James and John, who were with the Master in the home of Jairus, on the Mount of Transfiguration, and in Gethsemane. Peter loomed large in the heart and mind of Jesus.

Borrowed Comment

THE GOVERNMENT'S BURDEN
(Cleveland Star)

Figures have been gathered to show that 25 million people receive aid from the federal government—one out of every five of our population. This is a staggering discovery and a condition which must be corrected if our government is to survive.

It seems to have been a race to see how liberal and how wide federal relief could be spread. Talk about the ten or eleven million unemployed people. We can't see it. Certainly we do not have many more than normal in this section. We have always had unemployed and always will. The government should see that no one suffers for the necessities of life, but we are glad to see that instead of giving something for nothing, the government will hereafter encourage those on relief rolls to earn their own subsistence.

When congress meets in January it will require each state to match federal relief funds going to that state. This puts a real problem up to Governor Ehringhaus and our general assembly. If some way can be seen to raise a state relief fund with which to meet the federal allotment, our taxpayers will certainly watch more closely the outgo and raise a protest when they are imposed upon.

Eastern business man says there are 1,500,000 members of the Communist party in the United States. Pshaw! There aren't that many Republicans.—Buffalo Times.

People have quit borrowing from Peter to pay their debts. They are borrowing from the Government (Ga.) Journal.

Higher Quality Eggs Sold To Hatcheries

The success and strength of the poultry industry in a state is determined by the hatcheries and the quality of the chicks they sell, says Roy S. Dearstyne, head of the State college poultry department.

This is due to the fact that most chicks reared are the product of local hatcheries, he says, and the quality of the chicks reflects the degree of co-operation between state officials and hatcherymen in raising flock standards.

In North Carolina, he says, state officials and hatcherymen have worked hard to lay a firm foundation for the poultry industry, with encouraging results, he points out.

The blood testing work carried on by the state department of agriculture has elevated North Carolina to a high position in regard to the control of bacillary white diarrhea or pullorum disease, Dearstyne stated, and there has been a marked improvement in the breeding programs for those flocks which supply eggs to the hatcheries.

Expansion of the personnel has made it possible to increase the blood testing work and at present there are 44 hatcheries, with an incubator capacity of 750,000 chicks, co-operating with the state, he says.

Practically all the breeds and varieties of chicks used in commercial poultry work are avail-

HERE ARE VITAL FACTS CONCERNING THE NEW CONGRESS

Met at noon today.

Composition: Senate, 49 Democrats, 25 Republicans, 1 Progressive, 1 Farmer-Laborer; House, 322 Democrats, 102 Republicans, 7 Progressives, 3 Farmer-Laborites, 1 vacancy.

New house speaker: Representative Joseph W. Byrns (D), Tennessee, virtually assured election.

President's message to congress to be delivered personally by President Roosevelt on January 4.

Probable measures: Immediate payment of bonus, old age pensions, extension of NRA in a permanent organization, work relief, amendments to agriculture adjustment act, public works program, banking and monetary proposals, federal regulation of utilities, 30-hour week, and dollar devaluation.

Adjournment: Probably in June.

able in North Carolina. The hatcheries are handling only locally-produced eggs, and in so doing they are returning to local poultrymen the premiums paid for high grade hatching eggs.

Persons who would like to have information regarding the co-operating hatcheries may obtain it from the nearest county farm agent, Dearstyne points out.

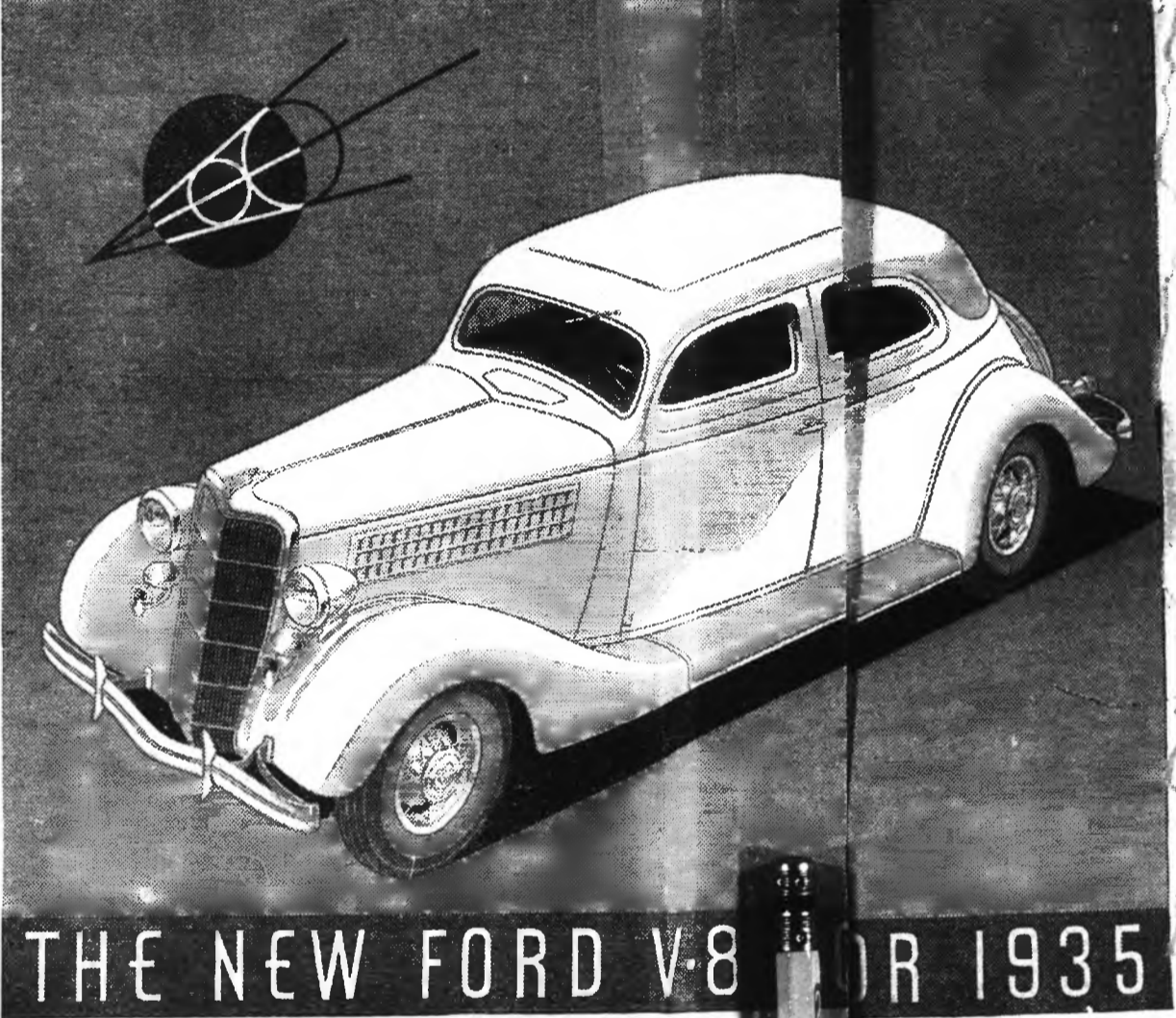


HAPPY NEW YEAR!

To our many friends and patrons we extend our wishes for a very Happy and Prosperous New Year. It is our ambition to serve you in 1935 with greater efficiency and satisfaction than has ever been possible in the past.

Motor Service Store

Ninth Street
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North Wilkesboro, N. C.
PAUL BILLINGS



THE NEW FORD V-8 FOR 1935

The New Ford V-8 for 1935 is the biggest and roomiest Ford car ever built. It is a strikingly handsome car, with modern lines and new, luxurious appointments.

But most important of all it is especially designed to give you smooth, easy riding over all kinds of roads—"a front-seat ride for back-seat riders."

This ease of riding is achieved by the use of three basic principles never before combined in a low-price car.

1. Correct distribution of car weight by moving engine and body forward eight and a half inches.
2. New location of seats by which the rear seat is moved forward, toward the center of the car—away from the rear axle and away from the bumps.
3. New spring suspension which permits the use of longer, more flexible springs and increases the springbase to 123 inches.

The result is Center-Poise—which not only gives you a new riding comfort but adds to the stability of the car and its

NOW ON DISPLAY

A New Ford V-8 That Brings New Safety, and a New Kind of Comfort Within Reach of Millions of

ease of handling. You can take curves with greater safety. There are many new features in the Ford V-8 for 1935 which make the car still easier to drive. New brakes give more power for stopping quickly with far less foot pressure on the pedal. A new type of easy-pressure clutch employs centrifugal force to increase efficiency at higher speeds. New steering mechanism makes the car still easier to handle. New, wider, roomier seats. The New Ford V-8 for 1935 retains the V-8 engine which has demonstrated its dependability and economy in the service of more than a million owners. There are refinements, but no change in

basic design. You buy premium performance when you buy this Ford V-8—full 80 horsepower and capable of 90 miles an hour. All Ford V-8 cars for 1935 come equipped with Safety Glass throughout at no additional cost.

We invite you to see this New Ford V-8 for 1935 at the showrooms of Ford dealers. You will want to ride in it—experience it yourself. You will find it a

FORD V-8 PRICES ARE LOW

BODY TYPES—Coupe (5 windows), Tudor Sedan, \$510; Fordor Sedan, \$530; De Luxe Roadster (with 4 windows), \$530; Coupe (3 windows), \$570; Sedan (5 windows), \$580; Phaeton, \$590; Sedan, \$575; Cabriolet (with 4 windows), \$625; Fordor Sedan, \$635; Touring Sedan, \$595; Fordor Touring Sedan, \$655.

E. B. Detroit. Standard accessory group including bumpers and spare tire extra. All body types have Safety Glass throughout at no additional cost. Small down payment. Complete, convenient loans through the Universal Credit Company.

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